Appendix D. Kings Beach Historic
Property Survey Report,
Archaeological Survey
Report, and Historic
Resources Evaluation Report

(Note: The Archaeological Survey Report is not included for confidentiality purposes.)

OFFICE OF HISTORIC PRESERVATION DEPARTMENT OF PARKS AND RECREATION

P.O. BOX 942896 SACRAMENTO, CA 94298-0001 (916) 653-8624 Fax: (916) 653-9824 calshpo@parks.ca.gov www.ohp.parks.ca.gov

February 14, 2007

Reply To: FHWA061207E

Jody Brown, Chief Office of Program Project Management S3 Caltrans District 3 2800 Gateway Oaks Drive Sacramento, CA 95833

Re: Determinations/Findings of Eligibility and Effect for the Proposed SR 28 Commercial Core Improvement Project, Kings Beach, CA

Dear Ms. Brown:

Thank you for consulting with me about the subject undertaking in accordance with the Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California (PA).

Caltrans is requesting my concurrence, pursuant to Stipulation VIII.C.5 of the PA, in its determination that the 57 properties listed on pages 5 and 6 of the Historic Properties Survey Report for the above project are not eligible for the National Register of Historic Places (NRHP).

Caltrans has also determined that the six following properties are eligible for the NRHP for the reasons stated below:

- Blair Cottages eligible under criterion C as a locally exceptional representative of a motor court design that makes use of Mountain Rustic Stylistic elements.
- Fuhrmann Houses eligible under criterion C as a locally significant representative of a vacation home design that reflects the Mountain Rustic ethic.
- Blue Lagoon Café eligible under criterion C as a locally significant representative of a late 19th century, utilitarian commercial design that illustrated how amenable the style was to Mountain Rustic adaptation. This building is unique in Kings Beach since all other old commercial structures have been extensively modified.
- Lanini House eligible under criterion C as a locally significant representative of a vacation home design that reflects the Mountain Rustic ethic.
- Welch Houses eligible under criterion C as a locally exceptional representative of a vacation home and outbuilding design that reflects the Mountain Rustic ethic.
- Evergreen Lodge eligible under criterion C as a locally exceptional representative of a motor court design that makes use of Mountain Rustic Stylistic elements.

Ms. Brown February 14, 2007 Page 2 of 2

Based on review of the submitted documentation I have the following comments:

- I concur that the 57 properties listed on pages 5 and 6 of the Historic Properties Survey Report for the above project are not eligible for the NRHP.
- I concur that the following properties are eligible for the NRHP for the reasons stated above:
 - o Blair Cottages
 - o Blue Lagoon Café
 - Welch Houses
- I disagree that the following properties are eligible for the NRHP:
 - Fuhrmann Houses These vacation homes appear to be rather common examples of their type and do not appear to be significant examples of the Mountain Rustic ethic.
 - Lanini House This house appears to lack sufficient integrity to qualify it for the NRHP. The replacement of the front window, the addition of the support beam on the front porch, and the large modern house located next door to the property all detract significantly from the bullding integrity.

 Evergreen Lodge – Per an e-mail from Gail St. John on January 16, 2007, the Evergreen Lodge has been demolished and the lot is now bare.

DATE: 20 February 2007

If you agree with eligibility determinations that I have proposed, please evidence your agreement by signing the signature block below. Please return the original letter to me as soon as possible.

Thank you for considering historic properties as part of your project planning. If you have any questions, please contact Natalie Lindquist of my staff at your earliest convenience at (916) 654-0631 or e-mail at nlindquist@parks.ca.gov.

Sincerely,

Milford Wayne Donaldson, FAIA

Susan K Strattor for

State Historic Preservation Officer

Jody Brown

Chief, Office of Program Project Management S3

Caltrans, District 3

DEPARTMENT OF TRANSPORTATION

Office of Environmental Management 2800 Gateway Oaks Drive Sacramento, CA 95833 FAX (916) 263-5730 PHONE (916) 274-5956



30 November 2006

Mr. M. Wayne Donaldson State Historic Preservation Officer California Department of Parks and Recreation Office of Historic Preservation P.O. Box 942896 Sacramento, CA 94296-0001

File: 03-PLA-28
Commercial Core
Improvement Project, Kings
Beach, Placer County
EA: 03-OC9300

RE: Determination of Eligibility and Notification of No Historic Properties Affected for the Proposed SR 28 Commercial Core Improvement Project, Kings Beach, Placer County, California.

Dear Mr. Donaldson:

The California Department of Transportation (Caltrans), under the authority of the Federal Highway Administration (FHWA), and on behalf of Placer County is initiating consultation with the State Historic Preservation Officer (SHPO) regarding the State Route (SR) 28 Improvement Project through Kings Beach, Placer County. This consultation is undertaken in accordance with the January 2004 Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation (PA).

Enclosed you will find a Historic Properties Survey Report (HPSR) for the proposed undertaking. The HPSR is intended to fulfill three of Caltrans' responsibilities under Section 106 of the National Historic Preservation Act: determination of the Area of Potential Effects (APE); identification of potential historic properties located within the undertaking's APE; and evaluation of potential historic properties for eligibility to the National Register of Historic Places (NRHP). Under the PA, Caltrans is responsible for ensuring the appropriateness of the APE (Stipulation VIII.A) and the adequacy of historic property identification efforts (Stipulation VIII.B). We are consulting with you at the present time under Stipulation VIII.C.5 of the PA, which requires that we seek your concurrence on the determinations of eligibility for potential historic properties.

On behalf of FHWA, Caltrans proposes to improve a mile-long segment of SR 28 between postmiles 9.19 and 10.27, along the north shore of Lake Tahoe. Proposed improvements include: removal of existing pavement, sidewalks, and driveways, then new fill material added. The APE for the undertaking includes both existing and proposed Caltrans right-of-way, and extends to a

Mr. M. Wayne Donaldson State Historic Preservation Officer California Department of Parks and Recreation Office of Historic Preservation 30 November 2006

maximum depth of 6 inches (15.3 cm) throughout most of the corridor. A full project description and depiction of the APE can be found on page 1 and 2 and Map 3 of the HPSR.

Consultation and identification efforts for the undertaking (summarized on page 3 through 7 of the attached HPSR) resulted in the identification of 63 resources within the APE that required formal evaluations, including: historic-era buildings and structures

None of these resources have previously been evaluated for NRHP eligibility. Pursuant to Stipulation VIII.C of the PA, all resources were formally evaluated for the NRHP eligibility for the undertaking; these evaluations are documented in Attachment 2 and 3 of the HPSR.

All other resources identified within the APE were exempted from formal evaluation pursuant to Stipulation VIII.C.1 and Attachment 4 of the PA ("Properties Exempt from Evaluation"). These exempted resources included an isolated olive glass fragment and a high cut stump.

Pursuant to Stipulation VIII.C.5 of the PA, Caltrans is requesting your concurrence with the following NRHP eligibility determinations:

- The following six historic-era buildings are eligible for the NRHP under criterion C for their architectural merit: Blair's Cottages; Furhrmann Houses; Blue Lagoon Café; Lanini House; Welch Houses; and, Evergreen Lodge.
- The following 57 historic-era buildings are not eligible for listing in the NRHP: Stones County Tire, Kings Beach Library, Torres Apartments, Little Bear Cottages, La Comunidad Unida, Caesar's Motel, Habeger Houses, Anderson House, Hurtando Apartments, Benning's Resort, Jameson Houses, Henderson House, Franklyn Lee House, Lake Air Resort, Lofstead Houses, Glad-Lee Lodge, Northwood Pines Motel, Kalange Apartments, La Mexicana Meat Market, Duzevich House, Going House, C. Smith Apartments, Old Post Office, Bruening Realty, Alpine Club/Tradewinds, Brevid House, R. Barber Houses, Schneider House, S. Smith Building, Miniature Golf, S. Smith Apartments, C. Smith House, Tacos Jalisco, Miller House, Shoberg House, Blue Waters Lodge, Gifford House, Eriksson House, Rasch House, Gold Crest Motel, Crown Motel, Sun 'N Sand Motel, Mr. Video, Lakeside Gallery & Gifts, Dentraygues House, Rockwood houses, Duggan Houses, Smyly Houses, M. Smith House, Golden Group & Quality Carpet Care, Dew-Mar Cottages, Stevenson's Holliday Inn, Ta-Tel Motel, Sierra TV & Launderette, Johnson Building, Sierra Pacific Coffee, Brockway Pines Motel.

We look forward to receiving your response within 30 days of your receipt of this submittal, in accordance with Stipulation VIII.C.5.a of the PA. Based on the results of the cultural resources studies for this effort, the project design has been modified to avoid all of the resources determined eligible. Pending your concurrence regarding Caltrans' eligibility determinations, Caltrans' finding for the undertaking (pursuant to Stipulation IX.A.2) is "No Historic Properties Affected," due to the complete preservation of the six eligible properties. This letter and the attached documentation are concurrently being retained in Caltrans files (pursuant to Stipulation XVI) and distributed to FHWA

Mr. M. Wayne Donaldson State Historic Preservation Officer California Department of Parks and Recreation Office of Historic Preservation 30 November 2006

(pursuant to Stipulation VIII.C.5). If you concur with the eligibility determinations, these actions satisfy Caltrans' responsibility under Stipulation IX.A.2 of the PA, and no further review will be required. In the event that you do not concur with the determinations, further consultation will be carried out in accordance with Stipulation VII.C.5.b.

If you need any additional information, please do not hesitate to contact Gail St. John, Caltrans Architectural Historian (phone: 530-741-7116; e-mail: gstjohn@dot.ca.gov). Thank you in advance for your assistance with this undertaking.

Sincerely,

Jody Brown Chief, Office of Program Project Management S3 Caltrans, District 3

JB/jg

Enclosure: HPSR for the SR 28 Commercial Core Improvement Project, Kings Beach, Placer County

cc: Mr. Gene Fong, FHWA Acting Division Administrator

| | 1. UNDERTAKING DESCRIPTION AND LOCATION | | | | | |
|----------|---|----------------------------|--------------------------------|-----------------------------|-------------------------|--------------------------------------|
| District | County | Route (Local Agency) | Kilo Posts (Project prefix) | Post Miles (Project No.) | Charge Unit (Agreement) | Expenditure Authorization (Location) |
| 3 | Placer | SR 28 | 14.79–16.53 | 9.19-10.27 | | EA 03-OC9300 |

(Both kilometer posts and post miles must be completed above. For Local Assistance projects off the highway system, use headers in italics)

Project Description: (Insert project description below; refer reader to location and vicinity maps in HPSR)

Placer County and the Tahoe Regional Planning Agency (TRPA), in conjunction with the Federal Highway Administration (FHWA) and the California Department of Transportation (Caltrans), are currently evaluating alternate corridor improvements to approximately 1.6 kilometers (1 mile) of State Route 28 (SR 28) through Kings Beach, California, on the north shore of Lake Tahoe (Map 1). MACTEC Engineering and Consulting, Inc., was retained by Placer County to identify archaeological resources within the project area. The proposed project is considered a federal undertaking receiving federal funding; accordingly, this report provides assistance to the FHWA in meeting its regulatory requirements as set forth under the *Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of Federal-Aid Highway Program in California (PA) (State of California 2004).*

The Kings Beach Commercial Core Improvement Project (CCIP) is located in Caltrans District 3 in Placer County, California, along both sides of SR 28 from Kilometer Post 14.79 to 16.53 (Post Mile 9.19 to 10.27). The CCIP area is located in portions of the West ½ of Section 19, T16N, R18E, Mount Diablo Baseline and Meridian (MDB&M) and the Northeast ¼ of Section 13, T16N, R17E, MDB&M. The entire project is portrayed on the United States Geological Survey (USGS) Kings Beach 7.5-minute topographic map (Map 2).

The CCIP is scheduled to occur within a developed section of Kings Beach, between SR 267 to the west and Chipmunk Street to the east. The southern boundary generally extends along Brockway Vista Avenue; the northern boundary extends diagonally west to east across Rainbow, Trout, Brook, and Salmon Avenues. The CCIP involves roadway improvements to SR 28 to accommodate anticipated future transit, pedestrian, and bicycle mobility while improving the aesthetic appearance of the Kings Beach SR 28 corridor. Grading depths for all alternatives are anticipated to be no more than 15.3 centimeters (6 inches) into native soil. Existing pavement, sidewalks, and driveways would be removed and replaced on new fill material with only minimal disturbance to native soil.

Four project alternatives are currently under consideration. Additional proposed project elements include the construction of on- and off-street parking to compensate for parking impacts along SR 28 that would result from the selection of Alternatives 2 through 4. The four project alternatives currently under consideration are described below.

- Alternative 1: No Action the existing roadway configuration remains unchanged.
- Alternative 2: SR 28 would be modified from a four-lane cross section roadway to a three-lane cross section roadway. One 3.6 m (11.8 ft) traffic lane would be provided each direction for the eastbound and westbound traffic, and two-way-left turn lane of the same width would also be included. Separate left turn lanes would be provided at the SR 267 (except in the westbound direction) and Deer Street intersections. Along the roadway, a single bike lane and a 2.4 m (7.9 ft) parking lane would be created in each direction. Additionally, a 2.9 m (9.5 ft) sidewalk and planting area would be installed along both sides of SR 28. Two roundabouts

would be created at the intersections of SR 28/Bear Street and SR 28/Coon Street. Enhanced and clearly marked pedestrian crossings at each intersection (SR 267, Secline Street, Deer Street, Bear Street, Coon Street, Fox Street, and Chipmunk Street) would be included as part of this alternative. Alternative 2 would have the option of reducing the sidewalk width on both sides by 0.6 m (2 ft). This 0.6m would be added to the parking and bike lane width through out the project. This option would be constructed to reduce the effect of the on street parking to through traffic.

- Alternative 3: SR 28 would include traffic lanes in each direction to just east of Fox Street; two 3.3-meter (10.8-foot) traffic lane in each direction. Between the Fox Street and Chipmunk Street intersections, SR 28 would become a three-lane roadway, with one traffic lane for each direction and a two-way-left-turn lane. Traffic signals would be installed at SR 267, Bear Street, Coon Street, and Chipmunk Street. Left turn lanes would be provided at SR 267, Bear Street, Fox Street, Coon Street and Chipmunk Street. A 1.5 m (4.9 ft) bike lane and 2.4 m (7.9 ft) parking lane would be created in each direction. Along the roadway, a 1.7 m (5.6 ft) sidewalk would be installed on both sides of SR 28. Enhanced and clearly marked pedestrian crossings at each intersection (SR 267, Secline Street, Deer Street, Bear Street, Coon Street, Fox Street, and Chipmunk Street) would also be included as part of this alternative.
- Alternative 4: SR 28 would be modified from a four-lane cross section roadway to a three-lane cross section roadway. One 3.6 m (11.8 ft) traffic lane would be provided each direction for the eastbound and westbound traffic, and two-way-left-turn lane of the same width would also be included. Separate left turn lanes would be provided at the SR 267 (except in the westbound direction) and Deer Street intersections. Along the roadway, a single 1.5 m (4.9 ft) bike lane would be created in each direction; however on-street parking would not be included in this alternative. Instead, a larger 5.3 m (17.4 ft) sidewalk and planting area would be installed along both sides of SR 28. Two roundabouts would be created at the intersections of SR 28/Bear Street and SR 28/ Coon Street. Enhanced and clearly marked pedestrian crossings at each intersection (SR 267, Secline Street, Deer Street, Bear Street, Coon Street, Fox Street, and Chipmunk Street) would also be included as part of this alternative.
- Alternative 5: SR 28 would be modified with two 3.6-meter (11.8-foot) traffic lanes in the westbound direction, a single 3.6-meter (11.8-foot) traffic lane in the eastbound direction, and a single 3.6-meter (11.8-foot) dual access center turn lane between SR 267 and Fox Street; a single 3.6-meter (11.8-foot) traffic lane in each direction and a single 3.6-meter (11.8-foot) dual access center turn lane; left turn lanes at the intersections of SR 28 with SR 267 and Deer Street; roundabouts at the intersections of SR 28/Bear Street and SR 28/Coon Street; a 2.4-meter (7.9-foot) parking lane in the westbound direction; a 1.5-meter (4.9-foot) bike lane in each direction; and a 2.3-meter (7.5-foot) sidewalk and planting area in each direction.

In addition, the three build alternatives would also involve minor partial takes of properties adjacent to the SR 28 Right of Way (ROW), as well as parcels for the potential parking lots. However, no building takes (including demolitions or relocations) would result from implementation of the build alternatives. To mitigate the loss of parking associated with the various build alternatives, it will be necessary to provide new parking spaces to a level sufficient to meet anticipated future demand. New parking spaces would be provided in a manner that addresses the parking requirements of each block affected in order to ensure that adequate parking conditions are maintained. Proposed parking elements are detailed on Map 3 (sheets 2-10).

2. AREA OF POTENTIAL EFFECTS

The Area of Potential Effects (APE) for the project was established in consultation with Jody Brown, Principal Investigator—Prehistoric Archaeology; Gail St. John, Principal Architectural Historian; and Rich Williams, Project Manager, in August 2006. The APE maps are attached as Map 3 (Sheets 1-10). The APE is of sufficient size to encompass the construction footprint of all proposed project alternatives and comprises a slightly larger area for historic architecture or the built environment than for archaeology. The archaeological APE includes all potential direct impact area parcels, while the architectural or built environment APE includes the direct impact parcels as well as a visual buffer of one additional parcel adjacent to those in impact areas.

3. CONSULTING PARTIES / PUBLIC PARTICIPATION

(For the following, check the appropriate line, list names, dates, and locations and results of contacts, as appropriate. List organizations/persons contacted and attach correspondence and summarize verbal comments received as appropriate.)

- X Local Government (Head of local government, Preservation Office / Planning Department)
 - Placer County Department of Public Works (Project Proponent); U.S. Forest Service Lake Tahoe Basin Mgt Unit June 2001
- X Native American Tribes, Groups and Individuals
 - Mr. Brian Wallace, Chairperson for the Washoe Tribe of Nevada and California was contacted by letter on June 15, 2005. Mr. Wallace was contacted by phone on December 8, 2005. A phone message was left, requesting that he call if he had any concerns about the project.
 - Mr. William Dancing Feather, Cultural Coordinator for the Washoe Tribe of Nevada and California, was contacted by letter on June 15, 2005, with a follow-up email on September 12, 2005. Vickie Clay (MACTEC) briefly discussed the project with Mr. Dancing Feather on November 4, 2005, at which time he saw no issues with the project.
 - Ms. Rose Enos was contacted by letter on September 12, 2005. During a follow-up phone call on December 8, 2005, she related that she had no concerns unless burials were encountered during construction. She asked to be immediately notified if burials were encountered.
- X Native American Heritage Commission
 - The Native American Heritage Commission was contacted by letter on August 22, 2005. Ms. Debbie Pilas-Treadway, Environmental Specialist III, replied on September 2, 2005. A records search of the sacred lands file failed to indicate the presence of Native American cultural resources in the immediate area. The NAHC provided a contact list with the names and addresses of three individuals with possible further knowledge of cultural resources in the project area.
- X Local Historical Society / Historic Preservation Group (also if applicable, city archives, etc.)
 - Placer County Historical Society was contacted by letter on August 22, 2005, with a follow-up email
 on September 13, 2005; Nevada Historical Society June 2001; North Lake Tahoe Historical Society
 June 2005
- X Public Information Meetings (list locations, dates below and attach copies of notices)
 - 2000–2003; Kings Beach; numerous informational meetings were held by Placer County
- Other

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4. SUMMARY OF IDENTIFICATION EFFORTS

X National Register of Historic Places
 X California Register of Historical Resources
 Month & Year: 1979–2002 & supplements
 Year: 1992 & supplemental information to date

X California Inventory of Historic Resources Year: 1976

XCalifornia Historical LandmarksYear: 1995 & supplemental information to dateXCalifornia Points of Historical InterestYear: 1992 & supplemental information to dateXState Historic Resources CommissionYear: 1980—present, minutes from quarterly

meetings

X Caltrans Historic Highway Bridge Inventory
Year: 2003 & supplemental information to date

X Archaeological Site Records [*List names of Institutions & date below*]

• North Central Information Center; February 13, 2001

North Central Information Center; October 5, 2005

X Other sources consulted [e.g., historical societies, city archives, etc. List names and dates below]

- U.S. Forest Service Lake Tahoe Basin Management Unit; June 2001
- Nevada Historical Society; June 2001
- University of Nevada, Reno Special Collections and Mines Libraries; June 2001
- Nevada Bureau of Mines and Geology; June 2001
- Vista Gallery-Lenz photograph and historic map collection, Kings Beach; June 2001–2005
- North Lake Tahoe Historical Society; June 2005
- California State Library; June 2005
- Southern California Genealogical Society and Family Research Library; June 2005
- Kings Beach property owners: Mr. Jack Felte, Ms. Katherine Felte, Ms. Mary Panelli, Mr. Leon Schegg, Mr. Douglas Taylor, Mr. John Wainscoat, and Ms. Julie Wainscoat; June 2001–2005
- X Results: (provide a brief summary of records search and research results, as well as inventory findings)
 - Results of 2001 and 2005 NCIC records searches (NCIC# PLA-01-10 and NCIC# PLA-05-142; attached as Appendix C in the ASR). Three previously recorded prehistoric sites and a prehistoric isolate were located within 1.21–1.61 kilometer (0.75–1.0 mile) of the CCIP APE: a lithic scatter and probable campsites (CA-PLA-9); a quartz quarry and bedrock mortars (CA-PLA-128); a notation for site 05-17-57-15 (no further information available); and an isolated projectile point (BRW-9). Eleven previously recorded historic cultural resources were located within 1.21-1.61 kilometer (0.75 to 1.0 mile) of the CCIP APE: a sawmill complex (05-19-252); a flagstone walkway and associated stone walls (KBP1); a motel complex (Map Reference #16, Sheet 20); two residences (Map Reference #15, Sheet 18); a portion of the original Stateline Lookout (05-19-642); a segment of earthen/rock flume bed with two rock/cement cisterns (05-19-702); a segment of the original road to Stateline Lookout (05-19-730); and four road segments with associated refuse deposits (05-19-732, -736, -771, and -772). The 1865 and 1875 GLO Plats for the project townships show some early roads, "Pine Grove Station," "Rickers House," and an unnamed house within the project APE and "Hot Springs Hotel" a short distance to the south. Fourteen surveys have been completed within 1.21-1.61 kilometer (0.75-1.0 mile) of the APE: Bass (1980); Caltrans (2004); Dexter (1995a, 1995b); Dexter and Deis (1996); Gerike et al. (1994); Hoefer (1991); Kraushaar (1992); Lindström (1993b); Mariah Associates, Inc. (1993); Napton (1994); Reno (2001, 2002); and Woodward (1991). One section of SR 267 in the vicinity of Kings Beach is listed in the Office of Historic Preservation's Historic Property Directory (2005).
 - The attached Archaeological Survey Report (ASR) examined 27 parcels, the SR 28 right-of-way (ROW), and portions of the ROWs of several side streets within Kings Beach. One isolated artifact was found within the archaeological APE and was exempted from further evaluation under Attachment 4 of the PA, 2004.
 - The attached Historical Resources Evaluation Report identified 63 parcels containing buildings
 constructed prior to or during 1960 within the built environment APE. Of these, six properties are
 recommended eligible for the NRHP and the California Register.

5. PROPERTIES IDENTIFIED

(Check the appropriate category, list properties, or refer reader to appropriate technical study attached, according to their National Register status. Provide, as appropriate, complete address, period and level of significance, criteria, map reference, and any existing state or local designation. Do not include properties that are not within the APE. Attach previous SHPO determinations, as applicable.)

- No cultural resources in project APE.
- [Name], [Indicate whether person is Caltrans or consultant architectural historian or archaeologist], who meets the Professionally Qualified Staff Standards in Section 106 Programmatic Agreement (Section 106 PA) Attachment 1 as a(n) [Indicate applicable PQS level], has determined that the only other properties present within the APE meet the criteria for Section 106 PA Attachment 4 (Properties Exempt from Evaluation).
- Bridges listed as Category 5 in the Caltrans Historic Highway Bridge Inventory. Appropriate pages from the Caltrans Historic Bridge Inventory are attached.
- Properties **previously determined not eligible** (include date of determination):

X On behalf of FHWA, Caltrans has determined the following properties are not eligible:

- Stones County Tire; 8001 North Lake Blvd., Kings Beach, CA; map reference K1
- Kings Beach Library; 301 Secline St., Kings Beach, CA; map reference K2
- Torres Apartments; 8094 Rainbow Ave., Kings Beach, CA; map reference K3
- Little Bear Cottages; 8095 North Lake Blvd., Kings Beach, CA; map reference K4
- La Comunidad Unida; 8111 North Lake Blvd., Kings Beach, CA; map reference K5
- Caesar's Motel; 8123 North Lake Blvd., Kings Beach, CA; map reference K6
- Habeger Houses; 8173 North Lake Blvd., Kings Beach, CA; map reference K7
- Anderson House; 265 Deer St., Kings Beach, CA; map reference K10
- Hurtando Apartments; 325 Deer St., Kings Beach, CA; map reference K11
- Benning's Resort; 8315 Trout Ave., Kings Beach, CA; map reference K12
- Jameson Houses; 8333 Rainbow Ave., Kings Beach, CA; map reference K13
- Henderson House; 8363 Rainbow Ave., Kings Beach, CA; map reference K14
- Franklyn Lee House; 8368 Rainbow Ave., Kings Beach, CA; map reference K15
- Lake Air Resort; 265 Bear St. and 8385 Trout Ave., Kings Beach, CA; map reference K16
- Lofstead Houses; 8358 Trout Ave., Kings Beach, CA; map reference K17
- Glad-Lee Lodge; 268 Bear St., Kings Beach, CA; map reference K19
- Northwood Pines Motel; 8489 Trout Ave., Kings Beach, CA; map reference K20
- Kalange Apartments; 8448 Trout Ave., Kings Beach, CA; map reference K21
- La Mexicana Meat Market; 8515 Brook Ave., Kings Beach, CA; map reference K22
- Duzevich House; 8534 Trout Ave., Kings Beach, CA; map reference K23
- Going House; 8550 Trout Ave., Kings Beach, CA; map reference K24
- C. Smith Apartments; 8537 Brook Ave., Kings Beach, CA; map reference K25
- Old Post Office; 8401 North Lake Blvd., Kings Beach, CA; map reference K26
- Bruening Realty; 8470 Brook Ave., Kings Beach, CA; map reference K27
- Alpine Club/Tradewinds; 8545 North Lake Blvd., Kings Beach, CA; map reference K28
- Brevid House; 241 Coon St., Kings Beach, CA; map reference K29
- R. Barber Houses; 8673 Salmon Ave., Kings Beach, CA; map reference K30
- Schneider House; 8679 Salmon Ave., Kings Beach, CA; map reference K31
- S. Smith Buildings; 8675 North Lake Blvd., Kings Beach, CA; map reference K32
- Miniature Golf; 8681 North Lake Blvd., Kings Beach, CA; map reference K33

- S. Smith Apartments; 8684 Salmon Ave., Kings Beach, CA; map reference K34
- C. Smith House; 8771 North Lake Blvd., Kings Beach, CA; map reference K35
- Tacos Jalisco; 8717 North Lake Blvd., Kings Beach, CA; map reference K36
- Miller House; 8789 Minnow Ave., Kings Beach, CA; map reference K37
- Shoberg House; 8827 Minnow Ave., Kings Beach, CA; map reference K38
- Blue Waters Lodge; 221 Chipmunk St., Kings Beach, CA; map reference K39
- Gifford House; 8817 North Lake Blvd., Kings Beach, CA; map reference K40
- Eriksson House; 8129 Brockway Vista Ave., Kings Beach, CA; map reference K42
- Rasch House; 8317 Rainbow Ave., Kings Beach, CA; map reference K43
- Gold Crest Motel; 8194 North Lake Blvd., Kings Beach, CA; map reference K44
- Crown Motel; 8200 and 8226 North Lake Blvd., Kings Beach, CA; map reference K45
- Sun 'N Sand Motel; 8308 North Lake Blvd., Kings Beach, CA; map reference K46
- Mr. Video; 8612 North Lake Blvd., Kings Beach, CA; map reference K47
- Lakeside Gallery & Gifts; 8636 North Lake Blvd., Kings Beach, CA; map reference K48
- Dentraygues House; 8680 North Lake Blvd., Kings Beach, CA; map reference K51
- Rockwood Houses; 8669 Brockway Vista Ave., Kings Beach, CA; map reference K50
- Duggan Houses; 8675, 8677, and 8679 Brockway Vista Ave., Kings Beach, CA; map reference K52
- Smyly Houses; 8681 and 8685 Brockway Vista Ave., Kings Beach, CA; map reference K53
- M. Smith House; 8689 Brockway Vista Ave., Kings Beach, CA; map reference K54
- Golden Group & Quality Carpet Care; 8702 North Lake Blvd., Kings Beach, CA; map reference K55
- Dew-Mar Cottages; 8716 North Lake Blvd., Kings Beach, CA; map reference K57
- Stevenson's Holliday Inn; 8742 North Lake Blvd., Kings Beach, CA; map reference K58
- Ta-Tel Motel; 8748 North Lake Blvd., Kings Beach, CA; map reference K59
- Sierra TV & Launderette; 8762 North Lake Blvd., Kings Beach, CA; map reference K60
- Johnson Building; 8788 North Lake Blvd., Kings Beach, CA; map reference K61
- Sierra Pacific Coffee; 8790 North Lake Blvd., Kings Beach, CA; map reference K62
- Brockway Pines Motel; 8796 Brockway Vista Ave., Kings Beach, CA; map reference K63
- Caltrans, on behalf of FHWA, has determined that the following archaeological sites shall be considered eligible for the National Register without conducting subsurface testing or surface collection within the APE, for which the establishment of an ESA will protect the sites from any potential effects, in accordance with Section 106 PA Stipulation VIII.C. See attached documentation.
- Properties **previously listed or determined eligible** (include date of listing or determination):
- X On behalf of FHWA, Caltrans has determined the following properties are **eligible**:
 - Blair's Cottages; 8199 North Lake Blvd., Kings Beach, CA; period of significance 1937-1960.
 Eligible under NRHP Cr C, CRHR Cr 3, and TRPA Cr C at the local level. map reference K8
 - Fuhrmann Houses; 8220 and 8230 Rainbow Ave., Kings Beach, CA; period of significance 1935-1960. Eligible under NRHP Cr C, CRHR Cr 3, and TRPA Cr C. map reference K9
 - Blue Lagoon Café: 8399 North Lake Blvd., Kings Beach, CA; period of significance 1937-1960.
 Eligible under NRHP Cr C, CRHR Cr 3, and TRPA Cr C. map reference K18
 - Lanini House; 8080 North Lake Blvd., Kings Beach, CA; period of significance 1924-1960. Eligible under NRHP Cr C, CRHR Cr 3, and TRPA Cr C at the local level.map reference K41
 - Welch Houses; 8659 Brockway Vista Ave., Kings Beach, CA; period of significance 1926-1960. Eligible under NRHP Cr C, CRHR Cr 3, and TRPA Cr C at the local level. map reference K49

- Evergreen Lodge; 8720 North Lake Blvd., Kings Beach, CA; period of significance 1937-1960.
 Eligible under NRHP Cr C, CRHR Cr 3, and TRPA Cr C at the local level. map reference K56
- State-owned historical buildings and structures to be added to the Master List, per PRC §5024(d):

•

State-owned buildings and structures that are **not eligible** for the National Register or as a State Historical Landmark:

•

6. LIST OF ATTACHED DOCUMENTATION

(Provide the author/date and peer reviewer/date of the technical report)

- X Project Vicinity, Location, and APE Maps
 - California Historic Bridge Inventory sheet
- X Historical Resources Evaluation Report (HRER)
 - John Snyder, Ron Reno, and Charles Zeier (2005); reviewed by Gail St. John (under separate cover)
- X Archaeological Survey Report (ASR)
 - Ron Reno and Vickie Clay (2005); reviewed by Richard V. Olson (under separate cover)
 - Archaeological Evaluation Report (CARIDAP, XPI, PII, PIII)

•

- X Other (Specify below)
 - August 22, 2005, letter to Native American Heritage Commission
 - August 22, 2005, letter to Placer County Historical Society
 - September 2, 2005, response letter from Native American Heritage Commission
 - September 12, 2005, letter to Ms. Rose Enos
 - June 15, 2005, letter to Mr. Brian Wallace, Chairperson for the Washoe Tribe of Nevada and California
 - September 12, 2005, e-mail to William Dancing Feather, Cultural Coordinator for the Washoe Tribe
 of Nevada and California
 - September 13, 2005, email to Placer County Historical Society

7. FINDINGS - HPSR to File

(Check all that apply. Do not transmit to SHPO; file copy to CCSO)

- No properties requiring evaluation are present within the project's APE.
- Properties **previously determined not eligible** in consultation with the SHPO, or formally determined not eligible by the Keeper of the National Register are present within the project's APE. Copy of SHPO/Keeper correspondence is attached.
- Properties **previously determined eligible** in consultation with the SHPO, or formally determined eligible by the Keeper of the National Register are present within the project's APE, but **will not be affected** by the undertaking. Copy of SHPO/Keeper correspondence is attached.
- Under the authority of FHWA, Caltrans has determined a Finding of No Historic Properties Affected, according to Section 106 PA Stipulation IX.A and 36 CFR 800.4(d)(1), is appropriate for this undertaking.

8. FINDINGS - HPSR to SHPO

(Check all that apply. Transmit to SHPO, copy to FHWA and CCSO)

Value of the authority of FHWA, Caltrans has determined that there are properties evaluated as a result of the project that are not eligible for inclusion the National Register within the project's APE. Under Section 106 PA Stipulation VIII.C, Caltrans requests SHPO's concurrence in this

determination. (Please see properties listed in Section 5. "Properties Identified")

- <u>X</u> Under the authority of FHWA, Caltrans has determined that there are properties evaluated as a result of the project that are **eligible** for inclusion in the National Register within the project's APE. Under Section 106 PA Stipulation VIII.C, Caltrans requests SHPO's concurrence in this determination. (Please see properties listed in Section 5. "Properties Identified")
- Under the authority of FHWA, Caltrans has determined a Finding of No Historic Properties Affected, according to Section 106 PA Stipulation IX.A and 36 CFR 800.4(d)(1), is appropriate for this undertaking.
- Under the authority of FHWA, Caltrans has determined a Finding of No Adverse Effect with Standard Conditions - ESAs, according to Section 106 PA Stipulation X.B(2) and 36 CFR 800.5(b), is appropriate for this undertaking. (Include description of ESAs and enforcement measures below; attach ESA Action Plan as appropriate.)

Under the authority of FHWA, Caltrans has determined a **Finding of No Adverse Effect with Standard Conditions – Rehabilitation**, according to Section 106 PA Stipulation X.B(2) and 36 CFR 800.5(b), is appropriate for this undertaking. *[Name]*, who meets the Professionally Qualified Staff Standards in Section 106 PA Attachment 1 as Principal Architectural Historian, and has the appropriate education and experience, has reviewed the rehabilitation documentation and determined that the rehabilitation meets the <u>Secretary of the Interior's Standards for the Treatment of Historic Properties</u>. *(Include description of rehabilitation below or indicate below the title of the HPSR attachment that contains the description.)*

Findings for State-Owned Properties

- Caltrans has determined that there are **state-owned buildings and structures** within the project limits that meet **National Register and/or the State Historical Landmarks eligibility criteria** and requests that SHPO add such resources to the Master List of Historical Resources pursuant to PRC §5024(d).
- Caltrans has determined that this project will have **no effect/no adverse effect** to **state-owned archaeological sites**, **objects**, **districts**, **landscapes** within the project limits that meet National Register and/or State Historical Landmarks eligibility criteria and is providing notice and summary to SHPO pursuant to PRC §5024(f). (Indicate reference to Standard Conditions ESA above, or include description of proposed treatments, ESAs, protective covenants, etc., below or indicate below which HPSR attachment contains the description.)
- Caltrans has determined that this project will have **no effect** on **state-owned buildings and structures** within the project limits that meet National Register and/or State Historical Landmarks eligibility criteria and is providing notice and summary to SHPO pursuant to PRC §5024(f).
- Caltrans has determined that this project will have **no adverse effect** on **state-owned buildings and structures** within the project limits that meet National Register and/or State Historical Landmarks eligibility criteria. [Name of Caltrans PQS], [applicable PQS discipline/level] has reviewed the documentation and determined that it meets the <u>Secretary of the Interior's Standards for the Treatment of Historic Properties</u>. Caltrans is providing notice and summary to SHPO pursuant to PRC §5024.5. (Indicate reference to Standard Conditions Rehabilitation above, or include description of proposed repairs, rehabilitation, ESAs, protective covenants, etc., below or indicate below, which HPSR attachment contains the description.)
- Caltrans has determined that this project will have an adverse effect to state-owned archaeological sites, objects, districts, landscapes within the project limits that meet National Register and/or State Historical Landmarks eligibility criteria and is providing notice and summary to SHPO pursuant to PRC §5024(f). (Include below a description of alternatives considered and proposed mitigation measures, or indicate below which HPSR attachment contains the description.)

•

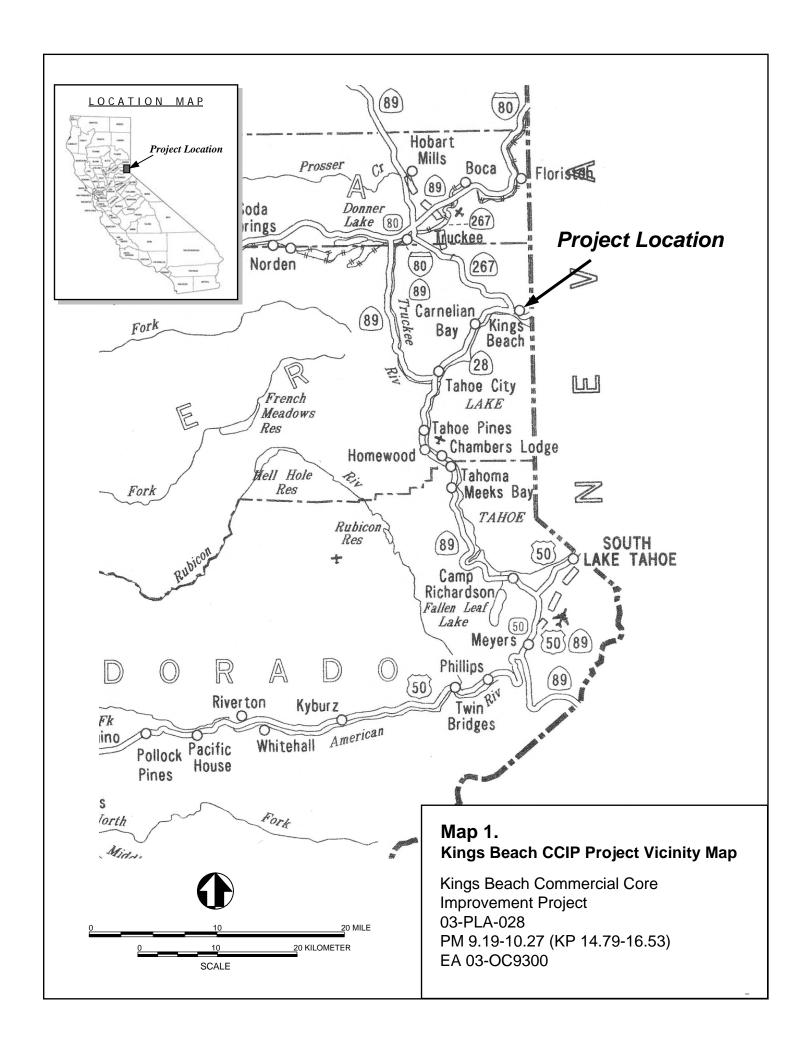
Caltrans has determined that this project will have an **adverse effect** on **state-owned buildings and structures** within the project limits that meet National Register and/or State Historical Landmarks eligibility criteria. Caltrans is providing notice and summary to SHPO pursuant to PRC §5024.5. (Include below a description of alternatives considered and proposed mitigation measures, or indicate below which HPSR attachment contains the description.)

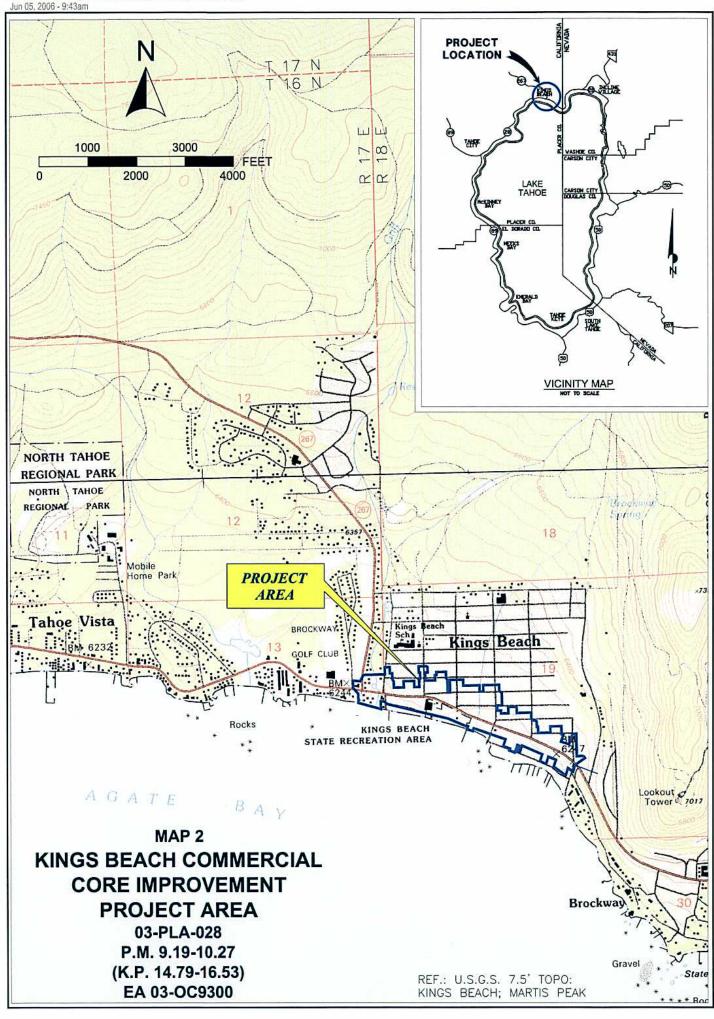
•

For state-owned qualified historical buildings and properties within the project limits, Caltrans has applied the California Historical Building Code (CHBC) to relevant sections of the current code(s) and/or standards and, if applicable, has consulted with the State Historical Building Safety Board (SHBSB) through its Executive Director pursuant to Health and Safety Code Section 18961 and its implementing regulations at California Code of Regulations Title 24 Part 8 Section8-103.2. [Indicate below whether use of current code(s) and standards adversely affected character-defining features of the property and describe the alternative solutions under the CHBC, or indicate below which HPSR attachment contains the description. If applicable, attach copies of correspondence with the SHBSB or its Executive Director.)

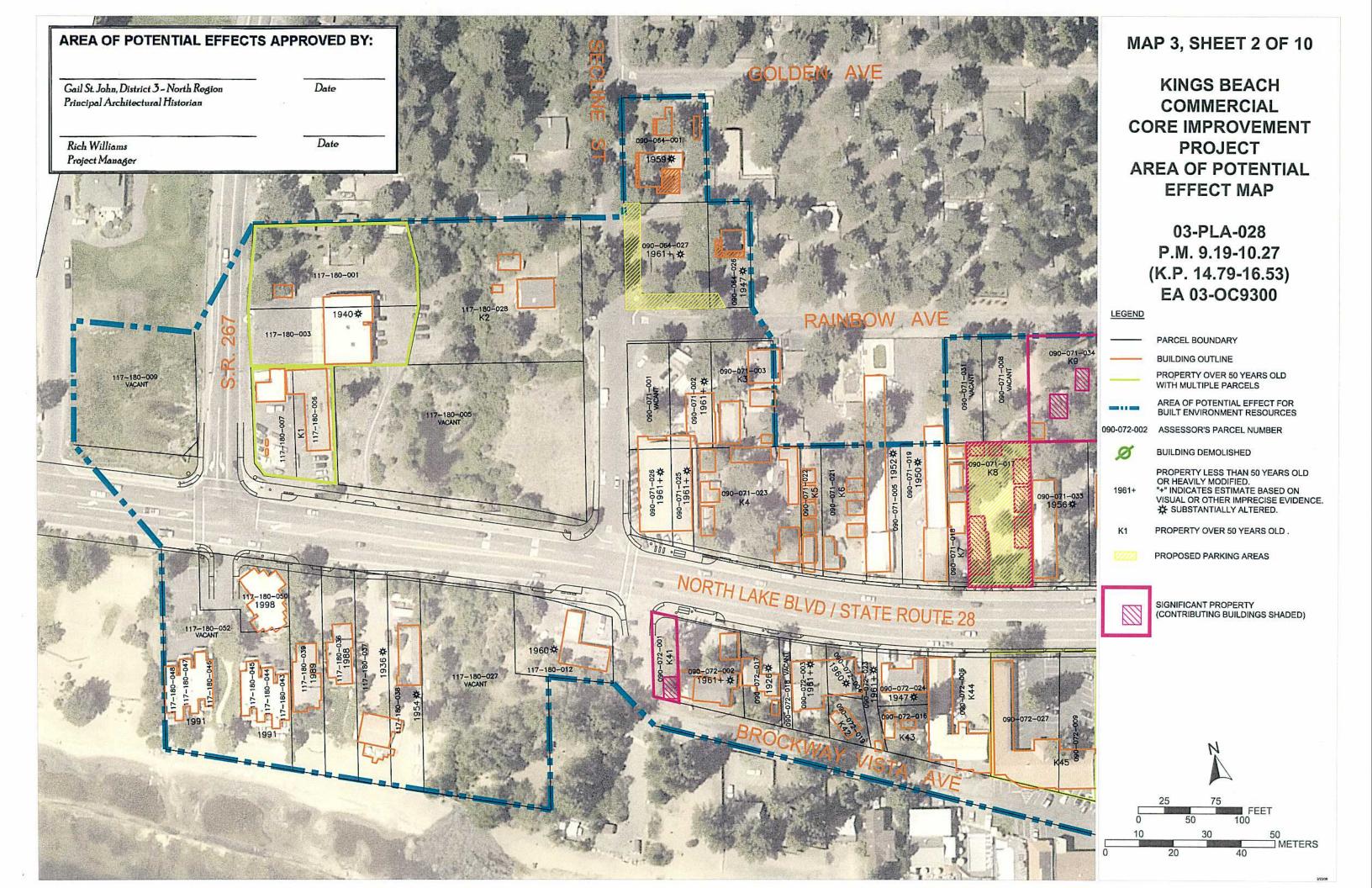
| 9. HPSR PREPARATION AND DEPARTMENT APPROVAL | | | | |
|--|---|--|--|--|
| N/A [PQS level and discipline] | Date | | | |
| Vickie L. Clay, RPA / Principal Archaeologist MACTEC, Carson City, NV | Date | | | |
| | | | | |
| Jody L. Brown, Chief, Team Tahoe Branch, PQS certification level; PI-Prehistoric Archaeology | Date | | | |
| | | | | |
| [Environmental Branch name] | Date | | | |
| | N/A [PQS level and discipline] Vickie L. Clay, RPA / Principal Archaeologist MACTEC, Carson City, NV Jody L. Brown, Chief, Team Tahoe Branch, PQS certification level; PI-Prehistoric Archaeology | | | |

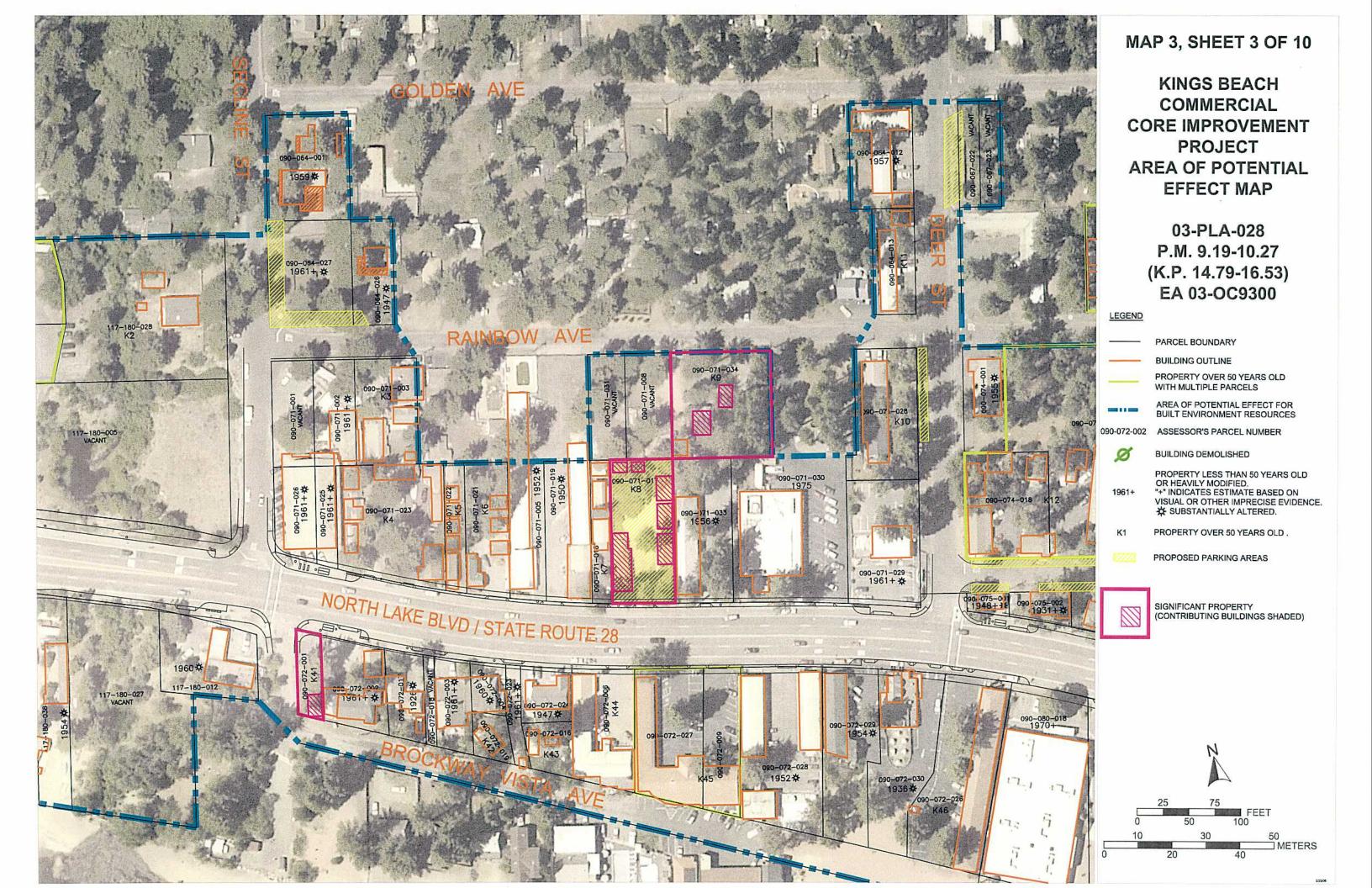
Attachment 1. Project Maps

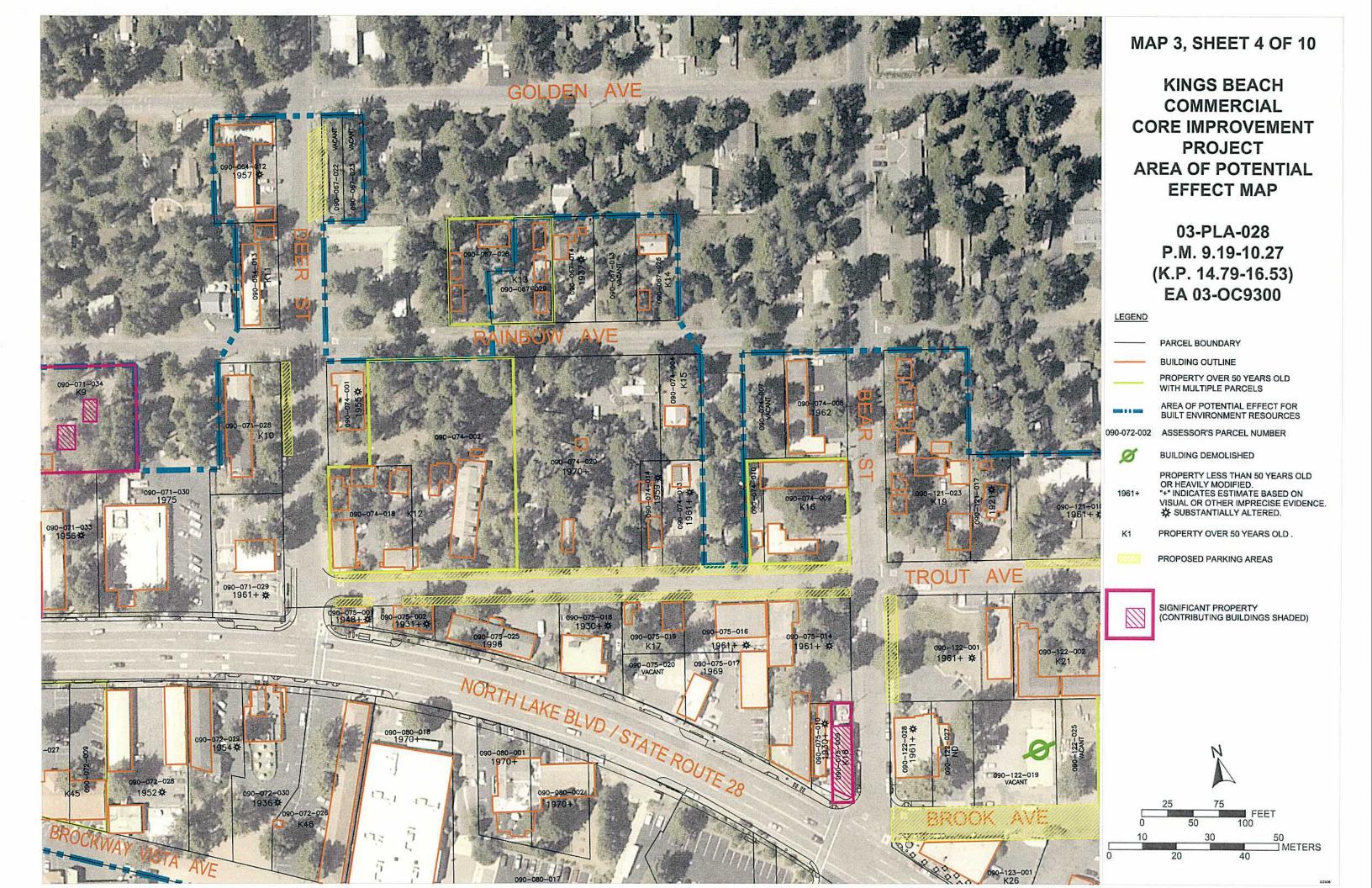




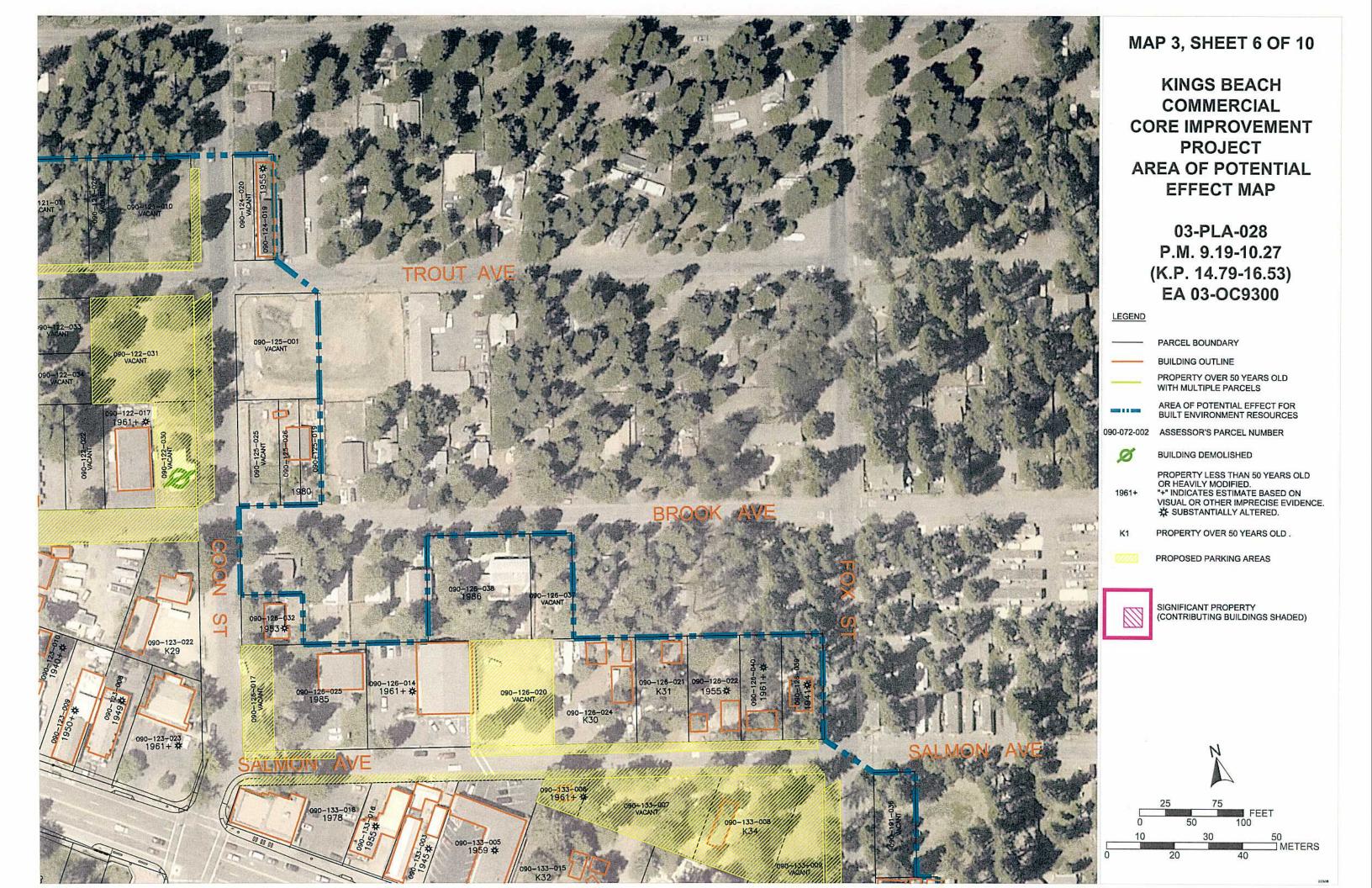




















Attachment 2. HRER

HISTORICAL RESOURCES EVALUATION REPORT: KINGS BEACH COMMERCIAL CORE IMPROVEMENT PROJECT KINGS BEACH, PLACER COUNTY, CALIFORNIA

03-PLA-028 PM 9.19 - 10.27 (KP 14.79 - 16.53) EA 03 - OC9300 Geoarch Sciences, Inc. Project Number 4 - 014

Submitted to:

Placer County Department of Public Works, California State Department of Transportation, District 3, and Tahoe Regional Planning Agency

Prepared by:

John W. Snyder, Ron Reno, and Charles D. Zeier

Topographic Quadrangle: Kings Beach 7.5'

Commercial Core Improvement Project Acreage: 100 acres T16N R17E and R18E Mount Diablo Baseline and Meridian Location Keywords: Lake Tahoe, Kings Beach, Griff Creek

October 2006

HISTORICAL RESOURCES EVALUATION REPORT: KINGS BEACH COMMERCIAL CORE IMPROVEMENT PROJECT

03-PLA-028 PM 9.19 - 10.27 (KP 14.79 - 16.53) EA 03-OC9300

| Prepared by: | John W. Snyder Principal Architectural Historian P.S. Preservation Services P.O. Box 2650 Carson City, Nevada 89702 | Date |
|--------------|---|-----------------|
| and: | Charles D. Zeier, RPA Cultural Resources Program Manager Geoarch Sciences, Inc. 3170 Research Way, Suite 80 Carson City, Nevada 89706 | 10/3/06 Date |
| Reviewed by: | Gail St. John Principal Architectural Historian Environmental Branch M2 California Department of Transportation, Distr | Date |
| Approved by: | Jody L. Brown, Chief Environmental Branch S3 California Department of Transportation, Distr | Date |

SUMMARY OF FINDINGS

Placer County and the Tahoe Regional Planning Agency (TRPA), in conjunction with the Federal Highway Administration (FHWA) and the California Department of Transportation (Caltrans), are evaluating alternative corridor improvements along State Route 28 through Kings Beach, California, as a means of improving traffic flow and reducing conflicts between pedestrian traffic, on-street parking, and traffic. The proposed project area extends from Post Mile 9.19 to PM 10.27 (Kilometer Post 14.79 to KP 16.53). The approximately one mile long project area is in the center of Kings Beach, located in Caltrans District 3. Four alternatives are currently being evaluated. The goal of the project is to select the alternative that provides required roadway improvements, while maintaining and enhancing the environmental, aesthetic and socioeconomic values of Kings Beach and the Lake Tahoe Basin.

Project funding and/or approval will occur at several levels. Involved federal agencies will include the Federal Highway Administration, the Army Corps of Engineers, and the Forest Service. Involved state agencies will include Caltrans, Regional Water Quality Control Board – Lahontan Region, California Tahoe Conservancy, and the Department of Fish and Game. Involved local agencies will include Placer County, the TRPA, and the North Tahoe Public Utility District. As a result, the project will need to comply with appropriate sections of the *Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act as it Pertains to the Administration of the Federal-Aid Highway Program in California (PA)*, sections of the California Environmental Quality Act dealing with historic resources, and Chapter 29 of the TRPA Code of Ordinances.

The purpose of this report is to document results of an architectural survey completed within an Area of Potential Effect for the Kings Beach Commercial Core Improvement Project. This survey is intended to meet requirements established by Caltrans for a Historical Resources Evaluation Report. It is anticipated that this reporting standard will be sufficient to meet the needs of other reviewing entities be they federal, state, or local. Geoarch Sciences, Inc., and P.S. Preservation Services conducted the survey between 2003 and 2005.

The proposed project will be complete by the end of 2010. As a result, only those buildings and structures built in or before 1960 were included in the study.

The Area of Potential Effect for the proposed project includes an area sufficient to incorporate the construction footprint of all proposed project alternatives. The Area of Potential Effect contains 171 improved parcels, some of which are made up of multiple Assessor parcel numbers. Of these, 108 improved parcels were reviewed and found to be exempt from evaluation. This finding is consistent with guidelines contained in Attachment 4 of the PA. None of the 108 buildings appear to be eligible for inclusion in the National Register, and are not historical resources as that term is employed under CEQA or the TRPA's Code of Ordinances. As a result, they required no further documentation or study. The remaining 63 improved parcels contain buildings constructed prior to or in 1960. One parcel had been recorded previously and buildings present were determined ineligible for listing on the National Register and are not historical resources as that term is applied under CEQA or the TRPA Code of

Ordinances. The remaining 62 parcels were formally evaluated. No bridges or historic districts exist within the project's Area of Potential Effect.

Six of the evaluated buildings are recommended as eligible for listing in the National Register of Historic Places (National Register) and the California Register of Historical Resources (California Register), and are eligible for designation as historic resources by the TRPA. A list of resources recommended eligible is provided below.

- Blair's Cottages (Map Reference K8), 8199 North Lake Boulevard, Kings Beach, California, appears to be eligible at the local level of significance under National Register Criterion C, California Register Criterion 3, and TRPA Criterion C. The property's period of significance is 1945-1960.
- The Fuhrmann Houses (Map Reference K9), 8220 and 8230 Rainbow Avenue, Kings Beach, California, appears to be eligible at the local level of significance under National Register Criterion C, California Register Criterion 3, and TRPA Criterion C. The property's period of significance is from 1935 to 1945.
- The Blue Lagoon Cafe (Map Reference K18), 8399 North Lake Boulevard, Kings Beach, California, appears to be eligible at the local level of significance under National Register Criterion C, California Register Criterion 3, and TRPA Criterion C. Its period of significance is from 1924 to 1945.
- The Lanini House (Map Reference K41), 8080 North Lake Boulevard, Kings Beach, California, appears to be eligible at the local level of significance under National Register Criterion C, California Register Criterion 3, and TRPA Criterion C. Its period of significance is from 1924 to 1945.
- The Welsh Houses (Map Reference K49), 8659 Brockway Vista Avenue, Kings Beach, California, appears to be eligible at the local level of significance under National Register Criterion C, California Register Criterion 3, and TRPA Criterion C. The property's period of significance is from 1924 to 1945.
- The Evergreen Lodge (Map Reference K56), 8720 North Lake Boulevard, Kings Beach, California, appears to be eligible at the local level of significance under National Register Criterion C, California Register Criterion 3, and TRPA Criterion C. Its period of significance is from 1945 to 1960.

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MAPS

- Map 1. Project Vicinity Map
- Map 2. Project Location Map
- Map 3. Area of Potential Effect Map (10 sheets)

APPENDICES

Appendix A. DPR 523 Forms

Appendix B. Project Area Photographs

1. PROJECT DESCRIPTION

Placer County and the Tahoe Regional Planning Agency (TRPA), in conjunction with the Federal Highway Administration (FHWA) and the California Department of Transportation (Caltrans), are evaluating corridor improvements along State Route 28 (Caltrans District 3) between State Route 267 to the west and Chipmunk Street to the east in Kings Beach, California (Map 1). Referred to as the Kings Beach Commercial Core Improvement Project, most project elements are located along State Route 28 from Post Mile 9.19 to Post Mile 10.27 (Kilometer Post 14.79 to 16.53). The Caltrans expenditure authorization is EA 03 - OC9300. Most of the project area is in Section 19, T16N R18E, Mount Diablo Baseline and Meridian (MDBM). The remainder extends into the northeast quarter of Section 13, T16N R17E, MDBM. The project area is portrayed on the USGS Kings Beach 7.5' topographic map (Map 2). Although the project area is urbanized, lots along the back streets generally are somewhat wooded.

The Kings Beach Commercial Core Improvement Project involves roadway improvements to SR 28 to accommodate anticipated future transit, pedestrian and bicycle mobility while improving the aesthetic appearance of the Kings Beach SR 28 corridor. Existing pavement, sidewalks, and driveways would be removed and replaced on new fill material with only minimal disturbance to native soil. Grading depths for all alternatives are anticipated to be no more than 15.3 centimeters (6 inches) into native soil. Four project alternatives are currently under consideration.

- Alternative 1 is the No Action alternative. Under this alternative the existing roadway configuration would remain unchanged.
- Under Alternative 2, SR-28 would be modified from a four-lane cross section roadway to a three-lane cross section roadway. To improve the traffic congestion and provide smooth traffic flow, single lane roundabouts are proposed at Bear Street and Coon Street. However, traffic was reduced to one 3.6 m (11.8 ft) lane in each direction with a continuous 3.6 m (11.8 ft) two-way-left-turn lane. Parallel parking is provided on both sides of the roadway as well as designated bike lanes. Pedestrian sidewalks with amenities were widened to 2.9 m (9.5 ft) on each side. The signalized intersection with SR-267 will be maintained with four lanes and turn pockets. A transition from four lanes to two lanes occurs between SR-267 and Secline Street. A two-way-left-turn lane is provided but parallel parking is prohibited within this section of SR-28. Sidewalks will be 1.7 m (5.6) wide on each side of SR-28. The standard two lane section with two-way-left-turn lane begins east of Secline Street. Bike lanes, 2.9 m (9.5 ft) wide sidewalks, and parallel parking are provided eastward to Chipmunk Street. Parallel parking is eliminated at driveways, bus turn outs, and within the sight lines at intersections. A 2.4 m (7.9 ft) parking lane would be created in each direction, but on street parking would be prohibited during the peak summer season from Independence Day to Labor Day, which will be accomplished by signing, temporary barricades, and enforcement. Alternative 2 would have the option of reducing the sidewalk width on both sides by 0.6 m (2 ft). This 0.6m would be added to the parking and bike lane width through out the project. This option would be constructed to reduce the affect of the on street parking to through traffic.

- Under Alternative 3, SR-28 would remain a four-lane cross section roadway with two 3.3 m (10.8 ft) traffic lanes for the eastbound and westbound directions until just east of the Fox Street intersection. Between the Fox Street and Chipmunk Street intersections, SR-28 would become a three-lane roadway, with one traffic lane for each direction and a two-way-left-turn lane. Traffic signals would be installed at SR-267, Bear Street, Coon Street, and Chipmunk Street. Left turn lanes would be provided at SR-267, Bear Street, Fox Street, Coon Street and Chipmunk Street. A 1.5 m (4.9 ft) bike lane and 2.4 m (7.9 ft) parking lane would be created in each direction. Along the roadway, a 1.7 m (5.6 ft) sidewalk would be installed on both sides of SR-28. Enhanced and clearly marked pedestrian crossings at each intersection (SR-267, Secline Street, Deer Street, Bear Street, Coon Street, Fox Street, and Chipmunk Street) would also be included as part of this alternative.
- Alternative 4 is similar to Alternative 2 in that under this alternative, SR-28 would be modified from a four-lane cross section roadway to a three-lane cross section roadway. One 3.6 m (11.8 ft) traffic lane would be provided for the eastbound and westbound traffic, and two-way-left-turn lane of the same width would also be included. Separate left turn lanes would be provided at the SR-267 (except in the westbound direction) and Deer Street intersections. Along the roadway, a single 1.5 m (4.9 ft) bike lane would be created in each direction; however on-street parking would not be included in this alternative. Instead, a larger 5.3 m (17.4 ft) sidewalk and planting area would be installed along both sides of SR-28. Two roundabouts would be created at the intersections of SR-28/Bear Street and SR-28/ Coon Street. Enhanced and clearly marked pedestrian crossings at each intersection (SR-267, Secline Street, Deer Street, Bear Street, Coon Street, Fox Street, and Chipmunk Street) would also be included as part of this alternative.

In addition, the three build alternatives would also involve minor partial takes of properties adjacent to the SR 28 ROW, as well as parcels for the potential parking lots. However, no building takes (including demolitions or relocations) would result from implementation of the build alternatives. To mitigate the loss of parking associate with the various build alternatives, it will be necessary to provide new parking spaces to a level sufficient to meet anticipated future demand. New parking spaces would be provided in a manner that addresses the parking requirements of each block affected in order to ensure that adequate parking conditions are maintained. On- and off-street parking would be constructed to compensate for parking impacts along SR 28. Proposed parking elements are depicted on Map 3 (sheets 1-10).

Finally, project implementation would include the construction of storm water conveyance features on selected side streets. Depending on the location, features will include curb and gutter, ditch lining and revegetation, storm drains and drop inlets, and stabilized shoulders.

An Area of Potential Effect was defined (in coordination with Caltrans District 3 personnel) based on project design information. The Area of Potential Effect (shown on maps 2 and 3) was defined based on the maximum distribution of project elements. While project

